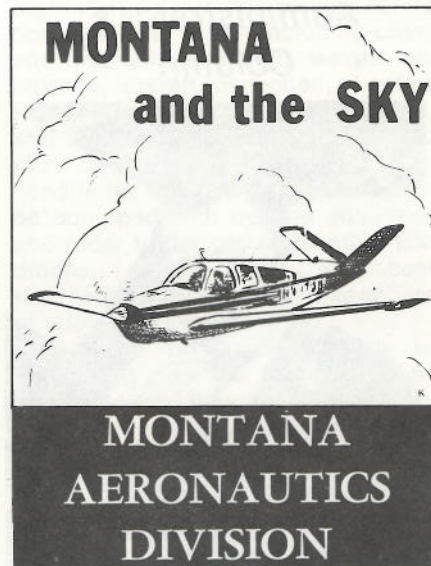




Fifth and sixth grade students of Butte Emerson school students visiting the Helena Airport and the Montana Aeronautics Division.



VOL. 29, No. 6

JUNE, 1978

NOTE

ALL MONTANA PILOTS ASSOCIATION MEMBERS

Effective immediately the new secretary for MPA is Patricia A. Johnson, 1330 College Road, Helena, MT 59601. Please address all your MPA correspondence to her.

Also, there will be an MPA Board of Directors meeting July 15 & 16 at the Fly-In being held at Beacon Star Antique Airfield in Lewistown. Any interested MPA member is welcome to attend.

LIVINGSTON AIR SHOW

The Livingston Air Show will take place Sunday, August 6th. The show will begin with the jumpers starting at 1:00 p.m. and will include performances by Ron Litton, Pryor, flying a 160 h.p. Taylorcraft; Al Newby, Bozeman, flying a Great Lakes Trainer; Greg Mecklenburg, Bozeman, demonstrating a sailplane; and Ron Buckles, Montana State University Flying Bobcats, operating model airplanes.

Hot air balloons will be displayed by Professor Barrow of Billings. Static displays of antique aircraft will also be shown.

There will be trophies awarded to an antique aircraft, to the aircraft which has traveled the farthest and to the oldest pilot.

Shelly Clark, the National Champion of Ladies Fiddling will provide enter-

tainment along with groups from the Montana Fiddlers Association. There will be a bar-b-que immediately following the air show.

The Jaycee's and Michel's Flying Service are sponsoring the show. There will be a small entrance fee for admittance with the proceeds going to charity. Plan on attending as it should be great fun for all.

"AVIATION DAY" IN LAUREL

The first annual "Aviation Day" sponsored by Upperwest Aviation Company was held May 7 at the Laurel airport. Between 600 and 700 persons were in attendance.

Events such as sky jumping, a "fly-

by" of agriculture planes and the flying of model airplanes were held between the on and off showers.

Movies were also shown and were well attended while the rain came down. Displays featured experimental (home-built) aircraft, hang gliders, agricultural aircraft and model airplanes.

The aerobatic show was held as planned with an outstanding air show presented by Ron Litton, Pryor. Litton flew a 1939 highly modified Taylorcraft sportplane.

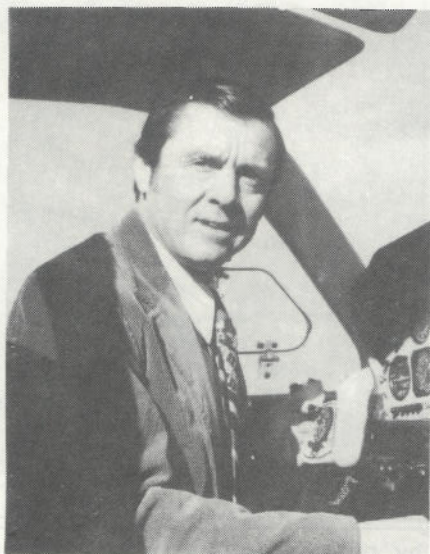
The plane was built as a standard two-place non-aerobatic trainer and is now converted to a single place sportplane.

Mayor Larry Herman stated the community hopes to make "Aviation Day" an annual affair.



Crowd in the stormy weather at "Aviation Day" in Laurel.

Administrator's Column



I attended the annual Montana Pilots Association Convention June 2-4 at the Heritage Inn in Great Falls. Many important items of business were discussed which were of interest and concern to MPA membership.

Of particular concern is the possible inclusion of Schafer Meadows airstrip in the Great Bear Wilderness Proposal. If Schafer Meadows is included in this wilderness area we will be faced with the possible closure of the airstrip which is strongly opposed by the MPA.

The membership was honored to have both Congressman Max Baucus and Congressman Ron Marlenee as guest speakers. We are very fortunate in Montana to have representatives in Washington who recognize the importance of general aviation and we have certainly benefitted by the results of their efforts in several matters relating to general aviation.

The officers elected for 1978 are:

President — Dr. John Stephan, 845

Third Avenue East, Kalispell 59901

Western Vice President — Chet Sammons, Box 286, Cut Bank 59427

Eastern Vice President — Frank Stoltz, 708 Palmer, Miles City 59301

Western Director — Pat J. Johnson, 1330 College Rd., Helena 59601

Eastern Director — Lee Baker, 216 N.E. Main, Lewistown 59457

Treasurer — James H. Monger, P.O. Box 597, Belgrade 59714

Director (Immediate Past President) — Morris Rudio, Box 688, Billings 59103

Secretary — Patricia A. Johnson, 1330 College Road, Helena 59601

Trophies presented were as follows: Outstanding Pilot of the Year, Roger Stradley, Bozeman; Senior Pilot of the Year, Vivienne Schrank, Jordan; Bill Matthews Award, Joe Sharpe, Gallatin Valley; and Bent Prop Award, Jack Wilson, Helena.

Mitzi and Don Eades, along with Carol Wagner, Gene Dwyer and other members of the Great Falls hangar should be congratulated for a tremendously successful convention.

I was very disappointed to learn that the Eades will be leaving Great Falls this month to make their new home in the Dallas-Fort Worth area where Don will be entering a new business venture. The Eades will certainly be missed by not only their close friends, but the entire aviation community, where they have contributed significantly during the past years. On behalf of the Aeronautics Division I would like to thank the Eades for all the help that they have given us and wish them well in their new venture.

* * * * *

I attended the Flying Farmers Fly-In at the Strouf Ranch, Moccasin, on May 20. A pot luck dinner was enjoyed by all after the christening ceremonies of the Strouf's new John Deere Tractor.

* * * * *

The Aeronautics Board will hold the Wyoming Airlines, LTD, hearing in Helena June 22. Wyoming Air has applied for a Certificate of Public Convenience and Necessity to fly from Denver to Billings with intermediate Wyoming stops.

* * * * *

The regular Board Meeting will convene June 23 at which time the Board will review several matters which will possibly be submitted to the 1979 legislature. It is no secret that the Aeronautics Division is facing serious financial difficulties which is not only of great concern to the Aeronautics Board and the Division, but also will drastically affect the airport development programs in Montana, particularly those in the small communities. The Aeronautics Division has been solely funded by the 1¢ per gallon aviation fuel tax since its creation in 1945 and with the ever increasing inflation there is just not enough revenue to conduct our ongoing programs.

* * * * *

Once again, I would like to remind everyone to set aside July 22 and 23 for

DEPARTMENT OF COMMUNITY AFFAIRS

Thomas L. Judge, Governor
Harold A. Fryslie, Director
Martin T. Mangan, Deputy Director

Official Monthly Publication
of the

AERONAUTICS DIVISION

Phone 449-2506

Box 5178

Helena, Montana 59601

Michael D. Ferguson
Administrator

Board of Aeronautics

Richard O'Brien, Chairman
William A. Merrick, Member
Bruce Vanica, Member
A. J. Patenaude, Member
Herb Sammons, Member
Merle Thorstad, Member
Charles E. Marshall, Member



MONTANA AND THE SKY is published monthly in the interest of aviation in the State of Montana.

Second-Class postage paid at

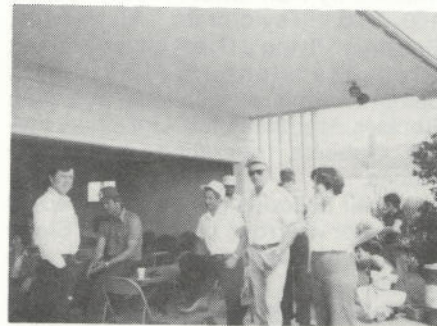
Helena, Montana 59601

Subscription \$1.50 per year

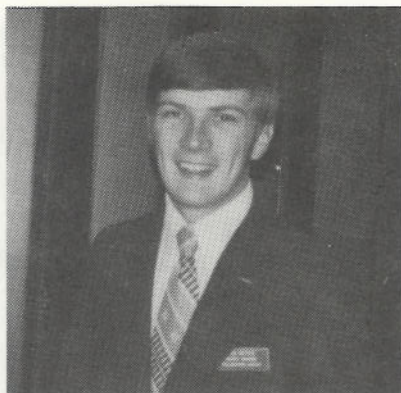
Edited by: Bernice M. Peacock

THURBER'S  HELENA

the Schafer Meadows Fly-In. I feel it is very important to have participation in the clean-up and maintenance of this beautiful mountain airstrip which is facing possible closure if included in the wilderness proposal.



Strouf Ranch in Moccasin hosted a Flying Farmers Fly-In. Left to right are Mike Ferguson, Jim Martinson, Roger Gregson, Dave Stephens, Dick Strouf, and Holly Taylor.



YELLOWSTONE AVIATION

By: Ted Mathis

Yellowstone Airport Manager

Yellowstone Aviation is located in the terminal building at the Yellowstone Airport, and is owned and operated by Jack Grebb and Bob Rule. Yellowstone is an authorized Exxon dealer with 80/87 and 100/115 av-gas available, as well as jet fuel and aviation oil products. They provide scenic flights, charter, aircraft rental and flight instruction, using a new Cessna Skyhawk XP.

Bob Rule is a year round resident of West Yellowstone and Jack Grebb moves up from Idaho Falls each year when the Yellowstone Airport opens. Both Bob and Jack are experienced commercial pilots and have flown in the mountainous areas of southwest Montana for many years. We feel very fortunate to have men of this caliber operating the flying service at our airport.

You can contact Yellowstone Aviation on unicom 122.8. Why not stop in and see them the next time you're in the Yellowstone area.



Bob Rule (left) and Jack Grebb are co-owners of Yellowstone Aviation.

AVIATION EDUCATION

There are four basic reasons for teaching aviation, and the first is **MOTIVATION**, because aviation can "turn students on", can so arouse the young people that they develop a new interest in learning. Aviation programs have been implemented in schools having students with low interest levels, and high drop out rates, and the results have been amazing. The programs are successful in motivating the students academically and they attend classes more regularly, get better grades, are less disruptive and resistant in school, and they develop a higher level of self-esteem and aspiration. It is equally important for the average and gifted student to be exposed to aviation education.

The second reason for teaching aviation in the schools is to provide **CAREER EDUCATION**. Aviation has grown rapidly in the United States in the past two decades, and has become one of the largest employers of any nonagrarian industry. It provides a wide variety of career choices for the students — there are thousands of job opportunities in the aviation industry, and in government and military aviation.

The third reason for teaching aviation is to prepare the student, to be a good **CITIZEN**, to make personal adjustments to live normal, useful, productive lives in a world radically changed by aviation and aerospace technology. Relatively few of tomorrows citizens will design, construct, or operate hypersonic aircraft or interplanetary vehicles, but all will have to cope with the implications of horizons expanded by aviation and aerospace. These needs can best be served by an enrichment of curriculum to include the airplane, and all aviation-oriented forces that will bear upon the student in the world in which he lives.

The fourth reason is **SAFETY**, passenger safety. General Aviation has an excellent safety record, but it would be a whole lot safer if the daredevil pilot and the poorly maintained aircraft did not exist. The proud, reckless pilot risks not only his own life, but also those lives of innocent passengers who accept his invitations for rides. How do passengers become knowledgeable enough to make judgments about pilots and aircraft. Through aviation education they learn the importance of good aircraft maintenance and pilot proficiency; they learn that before each

flight the pilot must review all information available to him including charts and manuals, weather, weight and balance, aircraft inspection, et cetera; they learn about VFR and IFR flight, and that a pilot must have an instrument rating to legally fly in instrument conditions, and that an aircraft should be equipped with deicing equipment and radar under certain weather conditions. Armed with this basic knowledge they can make wise choices of pilots and aircraft.

Demands on teachers' time are many, and most feel that they do not have enough time to include extra activities in their daily schedule. However, aviation would not necessarily be an extra activity—it is interdisciplinary, and some aspect of aviation can be related to each discipline. The principles and problems of aviation touch every avenue of daily life, and those teachers who incorporate an aviation educational program in their curriculum find that their teaching tasks become easier, more rewarding, and more fun.

Many teachers hesitate to use an aviation education course or unit because they have not had any training and they feel inadequate — they are afraid of it. But curriculums are available ready-made for K through 12 grades, and experience has proven that students and teachers have a good time learning together. Aerospace education workshops are offered in colleges as summer credit programs, and often the teacher can receive graduate credit for writing his/her own aviation curriculum.

(Courtesy of Mary Creason, Aviation Coordinator, Michigan Aeronautics Commission.)



Enjoying dinner at the Strouf Ranch, Flying Farmers Fly-In, left to right, Marilyn Leininger, Johnnie Wilson, Jim Louis, Milton Butcher, Guy Wilson and Woody Leininger.

1978 CHOTEAU AIR RACE

It was a chilly but clear day for the first annual air race held in Choteau. Insurance Associates sponsored the event which took place on Saturday, May 25th.

The following were the first place winners for each respective class:

Class II—Allan Muchmore, Big Fork

Class III—Randy Popiel, Great Falls

Class IV—Bill Spicher, Hingham

Over-All—Randy Popiel, Great Falls

Everyone enjoyed a fine dinner following the race.

Plans for the 1979 air race are already being formulated. Insurance Associates stated that the race will become an annual event.



Two trophy winners at the Choteau Air Race.



Choteau Air Race trophy winners, left to right, Marty Lau, Great Falls; Chuck Hanson, Cut Bank; J. D. Sharp, Big Fork; Allan Muchmore, Big Fork; Jerry Kimmitt, Choteau; Bill Spicher, Hingham; Mark Rasmussen, Hogeland; Bud Heldlebaugh, Loma; Thayne Rapp, Billings; Randy Popiel, Great Falls.



Larry Nelson, Havre, departing in the Choteau Air Race placed 8th over-all.

THE PILOT'S CREED

"When the earth retreats beneath my rising plane, I feel the challenge of those who first ventured into the heavens, those who risked so much to carry on through the lean years toward man's conquest of the air, and those who, today, with me are striving to uphold and advance the glory of Aviation. I am conscious of a responsibility akin to that of a sea captain. I must be the master of my ship, of myself, of every emergency. I must back my ability with keen judgment, accuracy, and unfaltering confidence. My fearlessness must be tempered with caution and wisdom. I must know my aeroplane in order that I may recognize its limitations and appreciate its possibilities. I must have for my plane the same regard a seaman has for his ship. As my sea is far greater, my ship far faster, so must I, the pilot, be more sure." (Contributed by COPA Safety Bulletin)

Los Angeles: "British Airways Two Five One. Say your present altitude."

British Airways: "We're level at 24,000 feet."

Los Angeles: "Can you descent to 6,000 in the next 15 miles?"

British Airways: "I think so, old chap. But I won't be able to bring the aircrawft with me."



HYPOXIA

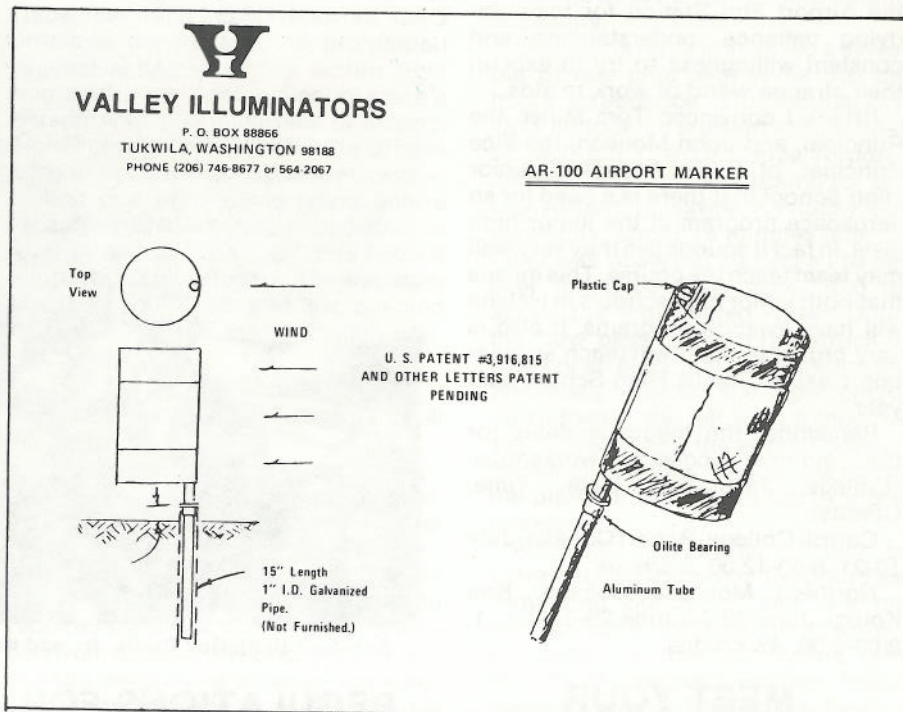
By: Dale Uppinghouse
Accident Prevention Specialist
RM-GADO-1

Altitude doesn't bother me! I don't need oxygen! How often we hear a pilot say that. Brother, is he wrong! Sure, on some particular day when a person happens to be in peak physical condition where he can draw on his reserve, he hasn't smoked or drank for awhile, he may appear to function pretty good at 17,000. I'll guarantee he won't be able to do it again the next day. In most instances he won't do very well the first day either.

Anyone who goes to altitude frequently can tell you, "Always use O₂ above 10,000 in the daytime and lower at night.

I have personally investigated several accidents and incidents wherein lack of sufficient oxygen (hypoxia) was the only explanation for some stupid flight decisions. Some of them were fatal. One fellow tried to land a brand new light twin on a 350 foot taxi strip leading into a hangar. He did get the twin into the hangar (at about 45 MPH) even though the door was closed. Ferrying the 310 from the factory, he had gotten on top without navigational radio or oxygen. He had to stay at 17,000 for an hour or so. He said afterward, "I've landed at that airport at least 100 times. What made me think I could land on that taxi strip?" He is now a religious believer in oxygen.

There is yet another reason for using O₂ when up high. Doctors tell us that the cells do not renew themselves in the liver or the brain. When they are gone — they're gone. Furthermore they say that hypoxia kills brain cells at a rather high rate. I don't know about you, but I can't afford to lose any.



SOMETHING NEW?

By: David C. Kneeder, Chief
Airport/Airways Bureau

Well, not really that new. The subject of this article is an item which has been around certain airports for some time, but which continues to receive improvements from its innovative developer. Valley Illuminators of Tukwila, Washington (yes, Virginia, there is a Tukwila, Washington) has developed and is marketing retro-reflective airport markers for use on runways, taxiways, thresholds, obstructions, etc. They are highly reflective, stake mounted cylinders which are said to be visible in an aircraft's landing lights up to ten miles away.

They are intended to supplement or take the place of airport lighting systems with the obvious advantages of not requiring electricity or expensive buried wires. In certain applications they are eligible for ADAP funding under federal specification L-853 and are also approved for military use. In addition to the standard airport lighting/markings uses they have been valuable for use as temporary markers for construction or maintenance hazards.

The decision to feature these devices in our newsletter was made after a conversation with the developer, Mr.

Irvin Valley. Because there is a substantial price reduction for large quantity purchases Valley Illuminators would be willing to enter into a contract with the Montana Aeronautics Division for a substantial number of markers which could then be provided to individual airports in smaller amounts at the reduced cost. As an example of the savings markers in lots of 1 to 25 are \$26.40 each, while in lots of 500 the unit price is \$15.80. Before proceeding on such an arrangement we will have to have an expression from Montana airports of their interest and an estimate of how many markers they could use. It is only with this information in hand that we could consider this further. If you are interested, drop us a line as soon as possible and we will proceed from there.

AVIATION EDUCATION

By: Sam Griggs, Supervisor

We provided an airport tour and short flight for forty 5th and 6th grade students from the Emerson School in Butte on May 30, 1978. Fortunately there were three adults that accompanied the bus full of students which kept panic to a minimum at Aeronautics.

My thanks go out to Will Mavis and his Tower crew and Warren Ziegler at
(Continued on Page 6)

the Airport Fire Station for their undying patience, understanding and constant willingness to try to explain their strange world of work to kids.

I think I convinced Tom Miller, the Principal, and John Monson, the Vice Principal, of C. R. Anderson Junior High School that there is a need for an aerospace program at the junior high level. In fact it sounds like they very well may team teach the course. This means that both junior high schools in Helena will have aviation programs. It also is very probable that I will teach an aviation class at Capital High School next year.

Remember the following dates for the summer college workshops: (College, Instructor, Date, Time, Credits)

Carroll College, Robert Conklin, July 10-21, 8:00-12:00, 3 credits.

Northern Montana College, Ron Kologi, June 22-24-June 29-30-July 1, 8:00-5:00, 4½ credits.

MEET YOUR NEW EDITOR

I have enjoyed editing the newsletter for the past five years and would like to express my appreciation for all of your cooperation in furnishing articles and pictures.

Upon my retirement, effective June 30, Paula K. Lindsey will assume the position as Editor of Montana and the Sky. I am sure you will give her the same excellent cooperation I have enjoyed.

Paula comes to us with excellent experience and recommendations and with your help she will soon be thoroughly aviation-oriented.



Paula K. Lindsey, new editor of Montana and the Sky.



Bob Janz (left), Roy Curtis, Jr., and Ken Wendland attend "Aviation Day" in Laurel.

REGULATIONS FOR OPERATIONS OF AIRCRAFT

(Commencing January, 1920)

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide,

see that no machines are under you.

16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronauticle gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hangar.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.

(Courtesy of George Holey, Minnesota Aeronautics)





CENTERLINE

By: Jim White, Chief
Air Transportation Bureau

GAO CRITICAL OF FAA ON GA PILOT ALCOHOL ABUSE

The use of alcohol by pilots is a contributing factor in nearly 20 percent of all fatal general aviation accidents and FAA should tighten its controls on pilot drinking, a General Accounting Office report states. The report, which was released last week, said studies by FAA and NTSB suggest drinking is involved in eight to ten percent of fatal GA accidents. However, GAO said toxicological tests by FAA's Civil Aeromedical Institute on 4,164 pilots involved in fatal GA accidents from 1965 through 1975 "showed that alcohol was actually present in 818 pilots, or about 20 percent of those tested. Although 312 of the 818 pilots had alcohol levels less than the 50 milligrams percent used by the safety board for citing alcohol as a factor in aviation accidents, research indicates that levels much lower than 50 milligrams percent can adversely affect pilot flying ability," GAO said.

The agency said FAA should set specific blood-alcohol levels to clearly define the expression "flying under the influence of alcohol," and should require pilots to submit to alcohol tests or risk the loss of their pilot licenses. In addition, Congress should enact legislation opening the National Driving Register, which is maintained by the Transportation Department, to FAA so that agency can pinpoint pilots with alcohol driving citations.

"In every state, regulations on alcohol use among automobile drivers are stricter and more effective than FAA's regulation on alcohol use by pilots," GAO said, despite the fact that altitude increases the effects of alcohol. "FAA officials told us that, largely because of opposition from the Aircraft Owners and Pilots Association, minimum alcohol levels and implied consent provisions were not adopted

when the regulations were revised in December 1970," GAO reported. GAO criticized the current FAA prohibition against acting as a pilot within eight hours after consuming alcohol since a person with 200 milligrams of alcohol eight hours before takeoff will still have 80 milligrams on takeoff, while a person having one drink three hours before takeoff will have a zero blood-alcohol level at takeoff time. DOT told GAO it supports establishment of minimum blood-alcohol levels and is examining the legal implications of implied consent testing.

* * * * *

TAKE-OFF ACCIDENTS AND HOW TO REDUCE THEM

Take-off mishaps account for approximately 19% of all general aviation accidents. The NTSB is concerned that pilots are not fulfilling their responsibilities to insure safe takeoffs. The student pilot rate is only 10%, due to required supervision, discipline, operation from suitable airports, and the lack of extra weight and balance problems. The sharp increase of a 43% rate for more experienced pilots with less than 600 hours occurred when they had accumulated between 300 to 400 hours, a probable explanation is that these are caused by confidence in the pilots' ability to exceed his or her actual ability and complacency plays a large part.

Inadequate takeoff and flight planning, weight and balance problems, density altitude and effects of ice and frost were sighted as causes of the majority of these accidents. The Safety Board believes that the solution to takeoff accidents are threefold: (1) pilots must form good preflight planning habits and review them continually; (2) be thoroughly knowledgeable of the hazards and conditions that would represent potential dangers during takeoff; and (3) be aware of the capabilities and limitations of their aircraft as a preventative measure and urges that pilots review their preflight routine. (It urges that pilots accept a personal challenge to improve individual knowledge of their aircraft and the factors effecting it during takeoff). (From Kentucky Department of Transportation)

GA ACCIDENT REPORTS

The National Transportation Safety Board today released its first volume of general aviation accidents reports for 1977. The reports, in synoptic computer printout form, provide the

probable cause of 897 general aviation accidents.

One of the reports involved a 52-year old private pilot with some 500 total hours experience. On February 13, 1977 he took off alone in a Piper PA-18 at 1400 E.S.T. from Happa Airport in Jeffersonville, Indiana bound for Blue Lick Airport, Louisville, Kentucky. Subsequently, about 15 minutes later, the Piper was observed making a low pass over the Ohio River about 100 feet above the ice-covered water. During the "low pass" the aircraft struck the wires of an electrical transmission line. Witnesses reported the Piper pitched up suddenly, the left wing folded over the fuselage, and the aircraft dove into the water and sank. Neither the body of the pilot nor the aircraft has ever been recovered.

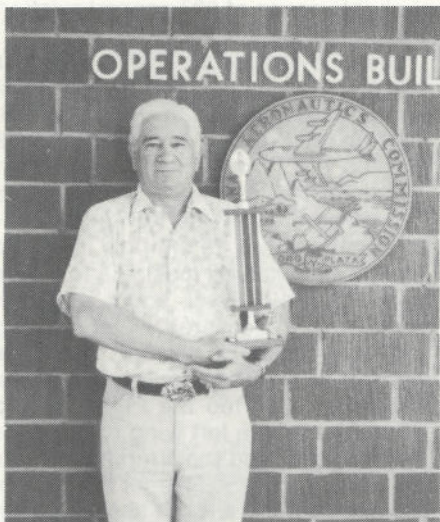
Although this tragic mishap occurred during the winter the Board said "now that Spring is here" we may expect some increase in low-flying accidents. In the springtime, after months of inclement weather, the impulse to buzz a friend's backyard — illegal — or go on a low-level "open country" or "overwater" scenic flight — legal — can prove tempting.

To help general aviation pilots avoid such temptation, and as an overall "timely warning of the dangers inherent in low-flight," the Safety Board prepared the following five-year table from its computer records:

General Aviation Fixed Wing Aircraft Involving Collisions With Wires, Poles, Trees, Buildings, Residences, Fences, And Electronic Towers Excludes Engine Failures and Agricultural Spraying					
	1972	1973	1974	1975	1976
Total Accidents.....	489	473	423	443	435
Fatal Accidents.....	106	101	106	95	90
Fatalities.....	212	207	203	186	169

This is not a good record, the Board said, and, moreover, it reveals no significant improvement trend over the five-year period. The Board noted that objects such as flag poles or wires that stand out in sharp profile when viewed from the ground often become invisible against the landscape seen by a low-flying pilot. "Be advised," the Board concluded, "low-level flying can be dangerous and except for the takeoff and landing regime of flight is totally unnecessary."

Aircraft Accident Reports, Brief Format, U.S. Civil Aviation, Issue Number 1 of 1977 Accidents may be purchased from the National Technical Information Service, U.S. Department of Commerce, Springfield, Virginia 22151.



Jack Wilson "proudly" displays his Bent Prop Award, received at the MPA Convention.

CALENDAR

June 25-July 12 — 1978 U.S. National Parachuting Championships, Richmond, Indiana. For further information contact USPA Championship Headquarters, Richmond, Indiana (Phone 317-966-1706 or 317-966-2002 — Nancy Griffith or Rosemary Lobes).

June 29-July 1 — Aviation Education Summer Workshops, Northern Montana College, Havre.

July 8 & 9 — Miles City Airport, 50th Anniversary and Rededication as Frank Wiley Field.

July 10-21 — Aviation Education Summer Workshops, Carroll College, Helena.

July 15 & 16 — Fly-In, Campout and Air Show at Beacon Star Antique Airfield, Lewistown. Contact Frank Bass for further information, 501 1st Avenue South, Lewistown, MT 59457.

July 15 & 16 — Eureka-Crystal Lakes Fly-In.

July 22 & 23 — Schafer Meadows Fly-In.

August 6 — Air Show, Livingston (see article).

Oct. 6-8 — Montana Flying Farmers Convention, Havre.

Oct. 28 — Second Annual Great Falls to Jackpot "Halloween Air Race."

LETTER TO AIRMEN

CHANGE OF HOURS OF OPERATION

Effective May 15, 1978 the hours of operation for the Missoula Airport Traffic Control Tower will be 0600-2200 local time. These hours will be in effect through September 15, 1978, at which time the hours of operation will be 0700-2300 local time.

The above hours will be on an annual basis and will be reflected in the Airman's Information Manual.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



P. O. Box 5178

Helena, Montana 59601

JUNE, 1978

Second-Class

Postage Paid at

Helena, MT 59601